STATE ROUTE

District 6

Transportation Concept Report

Office of System Planning December 2006

DRAFT

Approval Recommended:

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Date

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District 6 Director

Date

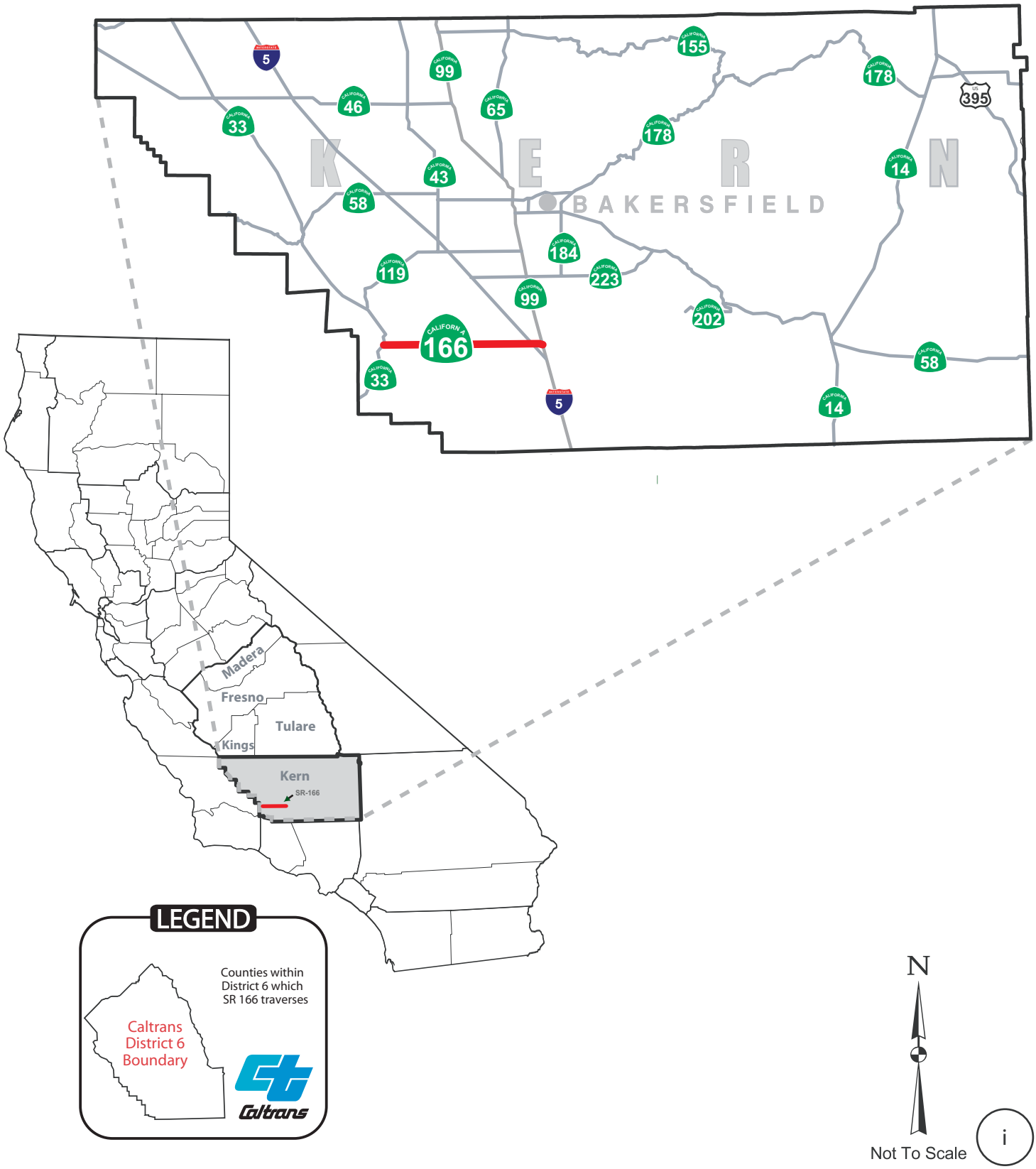
DRAFT

STATE ROUTE

TRANSPORTATION CONCEPT REPORT

CALIFORNIA 166

LOCATION MAP



Transportation Concept Report
State Route 166
December 2006

DRAFT

I. INTRODUCTION

The Transportation Concept Report (TCR) is a long-range system-planning document that establishes a planning concept for the corridor through the year 2030. The TCR provides route data and information, as well as current and projected (years 2005, 2015, and 2030 respectively) operating characteristics.

Considering reasonable financial and physical constraints, the TCR defines the appropriate Concept Level of Service (Concept LOS) and facility type(s) for each route. It also broadly identifies the nature and extent of improvements needed to attain the Concept LOS. Capacity-enhancing improvements, such as lane additions, are the primary focus for LOS attainment.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities, or whichever LOS is feasible to attain. For the purpose of this document, however, the Concept LOS is a "target" LOS determined by the importance of the route and environmental factors. A deficiency (need for improvement) is triggered when the actual LOS falls below the Concept LOS.

The TCR also identifies transit, and the deployment of Intelligent Transportation Systems (ITS) as integral to route corridor development.

However, operational improvements, such as intersection modifications, are discussed as interim measures. The TCR also identifies transit, notably the High Speed Passenger Rail System, and the deployment of Intelligent Transportation Systems (ITS) as integral to route corridor development. The Ultimate Transportation Corridor (UTC), as identified in this TCR, ensures that adequate right-of-way (ROW) is preserved for ultimate facility projects beyond 2030.

However, the UTC does not consider funding as a constraint. Caltrans District 6 System Planning staff should be consulted for the interim ROW (prior to ultimate construction) for a specific location along the corridor.

This document identifies the initial and conceptual planning phase that leads to subsequent programming and the project development process. Consequently, the specific nature of proposed improvements such as roadway width, number of lanes, and access control might change in later project development stages. Final determinations are normally made during the project report and design phases.

Therefore, a TCR is a "living document," subject to amendments as conditions change and projects are completed. System Planning staff will update the TCR on a three-to-five year cycle or as needed. The TCR for State Route (SR) 166 was prepared and completed by District 6 Office of System Planning staff in cooperation with local and regional agencies and other Caltrans functional units. As such, this TCR will serve as a guide in cooperative planning and implementation of transportation and land use decisions.

II. ROUTE DESCRIPTION AND PURPOSE

Begins: At Route 1 in Santa Barbara County
Ends: At Route 99 in Kern County

Length: 96-mile highway located in Santa Barbara, San Luis Obispo, and Kern County

The route is located in Caltrans' Districts 5 and 6, which include Santa Barbara, San Luis Obispo and Kern Counties. This Transportation Concept Report covers the 24 miles of SR 166, from SR 33 in City of Maricopa to SR 99 in Kern County. The portion of Route 166 west of the SR 166/33 junction is not covered in this TCR. Part of the route jointly shared by Route 33 and 166 will be discussed in the Route 33 TCR. At the beginning of the document is a map (Location Map, page "i") that shows the portion of Route 166 covered by this TCR.

Land Use: The east-west route is in a predominantly rural area. Land use is primarily agriculture. Oil based pipeline companies are located along the route. A small residential development exists along the route in Maricopa City. The route primarily serves local commuters, truck and recreational traffic to the California Coast and the Cerro Noreste/Mt. Pinos recreation area.

Terrain: The terrain is flat along the route. Route 166 is on an east-west alignment located northwest of the "Grapevine" with its mountainous terrain.

A. Modal Alternatives

Transit Services: No local or regional transit services are provided along any portion of this route. The City of Taft, located approximately 10 miles north of Maricopa, provides transit service and connections to other destinations in Kern County.

Commercial transit carriers serving Kern County include Greyhound Bus Lines, Orange Belt Stagelines, the Airport Bus of Bakersfield, and the Amtrak bus. Golden Empire Transit is the local transit carrier within Bakersfield. However, none of these carriers use this highway as a portion of their normal routes.

Amtrak Rail: Currently, there are six Amtrak San Joaquin passenger rail trains that pass through Kern County on a daily basis but none of these cross or directly affect this Route. The San Joaquin Route Amtrak train has station connections in Bakersfield, Wasco, Corcoran, Hanford, Fresno, and Madera. Amtrak Thruway bus service is available in Bakersfield for passengers wishing to continue traveling to other destinations. In the past, at approximately PM 02.70 (near Pentland Rd.), tracks of the San Joaquin Valley Railroad once came within approximately one-half mile of this route but did not cross it. The right of way, if it is still available, could be considered in the future for alternative transportation modes or recreational facilities such as a regional bike trail.

High Speed Rail: The California High Speed Rail Authority has developed the California High Speed Rail Business Plan to build a high-speed rail line generally parallel to and west of Route 99, from Los Angeles to San Francisco. The plan describes a 700-mile long high-speed train system capable of speeds of 200 miles per hour.

The system would serve the major metropolitan centers of California. In 2020, it is projected to carry 32 million inter-city passengers annually, transport another 10 million commuters, and would generate nearly $900 million in revenue.

Bicycle Routes & Access: From its Kern County beginning at Route 33 (in the community of Maricopa) to Sabodan St. (PM 0.00 to PM 24.10) Route 166 is comprised of a 2-lane conventional roadway and from Sabodan St. to the Route's terminus at SR 99 (PM 24.10 to 24.60) Route 166 is comprised of 4-lane conventional highway. All segments are opened to bicycle travel. However, with the exception of a two block portion within the community of Maricopa, and at the bridges crossing the California Aqueduct and Interstate 5, no rideable shoulders are currently provided along this route.

Please refer to the "Bicycle Routes/Facilities" section of the Appendix for more detailed information on bicycle facilities along Route 166.

Pedestrian Facilities & Access: Pedestrian and ADA concerns for this route are to be found solely within the community of Maricopa where there are currently moderate concentrations of residential, retail and commercial properties on or adjacent to our right-of- way. The remainder of this route is very rural with few, if any, current pedestrian or ADA concerns. However, any future projects constructed along this route's right-of-way could change this status and require the installation of appropriate facilities such as crosswalks, sidewalks, curb cuts, ramps, railings etc.

Please refer to the "Pedestrian Facilities & Access" section of the Appendix for more detailed information on pedestrian and ADA concerns along Route 166.

B. Intelligent Transportation Systems (ITS)

With the exception of Kern County's emergency call boxes already in place there are no applications of Intelligent Transportation Systems in existence on State Route 166. Operational and safety efficiency may be enhanced in the future by the deployment of additional Intelligent Transportation System technology near the Route 166/33 junction.

If warranted, the Caltrans Central Valley Transportation Management Center (TMC) is capable of monitoring specific traffic locations from its headquarters at the District Office in Fresno, if traffic conditions warrant monitoring.

Please refer to the "ITS" section of the Appendix for more detailed information on current and future ITS applications along Route 166.

C. Highway Facts

- Route 166 was added to the State Highway System in 1919 as State Legislative Route 57 and then renumbered in 1964 (along with all California highways) as Route 166.
- The portion of Route 166 from Route 101 in San Luis Obispo County, to Interstate 5 in Kern County, was added to the California Freeway and Expressway System in 1959.
- The Kern Council of Governments' Regional Transportation Plan recognizes Route 166 as a regionally significant route.

- Route 166 is important as a route providing commuters with access to the coast. Travelers use the route mainly on weekends and holidays. The Annual Average Daily Traffic (AADT) ranges from 2,800 to 5,200, with trucks constituting up to 35 percent of the AADT.

- In District 6, Route 166 is functionally classified as a Minor Arterial within Kern County.

- Route 166 from Route 33 to Route 99 is known as "Maricopa Highway".

- Route 166 serves as a significant route for truck traffic in Kern County. This route is designated as a State Highway Terminal Access Route for larger trucks under the STAA from the Route 33 junction to Route 99.

D. General Environmental Considerations

Specific sensitive biological species in Kern County include, but are not limited to, the following flora and fauna:

FLORA-wetland areas, Bakersfield cactus, California Jewel Flower, Kern Mallow, Alkali Mariposa lily plants, San Joaquin Woolythreads; FAUNA-San Joaquin kit fox, giant kangaroo rat, Tipton kangaroo rat, blunt-nosed leopard lizard, burrowing owl, Kern Canyon salamander, and migratory birds.

Environmental considerations may be presented by the oil-based industries situated along this route. Historically, oil production has prospered as a major industry in and around the City of Maricopa. Highway improvements on the route will need to take into consideration the agricultural landscape, the aquatic resources from California Aqueduct that run under Route 166, flooding, and the Fages-Zalvidea Historical Marker which is located adjacent to this Route at PM 19.00.

III. Segment Map

On the following page is an 11"x17" foldout TCR Segment Map for Route 166. This map shows the 4 segments of SR 166 in Kern County.

Following the Segment Map is Section IV, which provides an overview of Route 166 geometrics (including segment detail maps), land use and environmental considerations. The overview is split into three segment groups - Land Use, Facility and Historical/Environmental.

See the following page for this TCR's 11" X 17" Segment Map.

STATE ROUTE 166
TRANSPO RTATION CONCEPT REPO RT

SEGMENT MAP

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Kern County

1. **Segment 1:** SR 166 PM 0.0 / 3.0
   Route 33 to Pentland Road
2. **Segment 2:** SR 166 PM 3.0 / 14.9
   Pentland Road to Old River Road
3. **Segment 3:** SR 166 PM 14.86 / 22.8
   Old River Road to Interstate 5
4. **Segment 4:** SR 166 PM 22.8 / 24.6
   Interstate 5 to Route 99

LEGEND

Indicates segments of Route 166.

1 → Corresponds with the symbols below to provide segment information.

Jct = Junction
Mi = Mile
PM = Post Mile
SR = State Route

IV. Geometrics, Land Use, and Environmental Considerations

Segments 1: Route 33 to Pentland Road

Begins: At Route 33 JCT
Ends: At Pentland Road

Land Use: The City of Maricopa includes residential and sparse commercial development. Agriculture land lies to the east of the City along Route 166. This portion of the route has a combined rural-urban land use.

Facility: Route 166 begins with a short 4-lane conventional section just east of Route 33 and then converts to a 2-lane conventional highway from the eastern boundary of Maricopa to Pentland Road.

Interchanges and other intersections with State highways:

- Route 166 intersects with Route 33.

Environmental/Historical Resources: Environmental concerns would range from the impacts of ROW acquisition and noise, in the urban areas. Route 166 is effected by heavy truck traffic in the urban area. Context sensitive solutions may be considered in all improvements to the route.

Segments 2-4: Pentland Road to Route 99

Begins: At Pentland Road
Ends: At Route 99

Land Use: Segments 2-4 begins and ends with agricultural land use. A small commercial development is located near Route 99. Oil based companies are located along the route. The picturesque Temblor Range Mountains are located to the south and west of Route 166.

Facility: The highway is primarily a 2-lane conventional highway from Pentland Road and ends with a short 4-lane conventional highway near the Route 99 interchange.

Interchanges and other intersections with State highways

- Route 166 Interchange connection is at Interstate 5.
- Route 166 Interchange connection is at Route 99.

Environmental/Historical Resources: in Kern County the primary environmental issue is endangered species, primarily the kit fox.

Issues on the route include agricultural land, oil industry sites, flooding on the route, and sensitive resources near the California Aqueduct. Throughout the year, the movement of large agricultural implements (i.e. tractors, combines, mechanical picking equipment, etc.) is a common occurrence within these segments. Such movement of equipment occasionally hinders the safe free-flow of traffic along this route.

Right-of-Way (ROW) acquisitions and preservation are important route issues for widening improvements in the future. ROW acquisition cost may be exorbitant in the future.

V. Concept Rationale

Route Concept LOS:

Rural: LOS C is assigned to the rural portions of Route 166. The rural portion of this route has a high percentage of truck traffic mixed with intra-regional commuter traffic.

Urban/Rural: LOS C was assigned to the urban/rural area due to commuter traffic and through truck trips.

Concept Facility: The Concept Facility for SR 166 is the same as the existing facility. In Segments 1-3 the existing facility is a 2-lane conventional highway. In Segments 1-3 the Concept Facility for those segments are for a 2-lane conventional highway with operational improvements. The existing facility for Segment 4 is a 2-lane/4-lane conventional highway; the Concept Facility is the same facility with operational improvements.

The Ultimate Transportation Corridor (UTC-beyond 2030) for all segments on the route (Segments 1-4) is for a 4-lane Conventional highway.

VI. State Route 166 Transportation Concept Report Summary Chart

The 2-page Summary Chart following this section indicates that SR 166 is divided into 4 distinct segments that provide descriptive and technical information, both current and forecast, for the State highway. It also has a linear geographic diagram that illustrates the major State and local highway facilities, along with key natural features and City/County boundaries, current highway geometrics, i.e., conventional highway, expressway, and freeway. A "Chart Explanation" bar defines what is shown on the Chart with the exception of self-explanatory technical information. The Summary Chart also delineates functional classification, various highway designations, environmental information, and General Plan information.

See the following 2 pages for this TCR's Summary Charts.

Transportation Concept Report

State Route 166

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SUMMARY CHART 1-A

LEGEND

Existing Lane Types

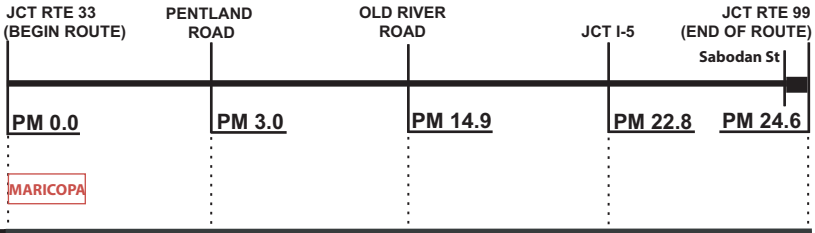
Conventional

Number of Lanes: 2, 4, 6

Planned or Programmed by 2030

None Planned or Programmed

* Length of Segments on this bar chart are Not To Scale



Segment: Is self-explanatory:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

LOS: The current (2006) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

Directional Split: Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AADT: Signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: Shows the percent of trucks for AADT and Peak Hour.

(I)++: 2-lane conventional highway with improvements i.e. turn lanes, passing lanes, bike lanes, signals etc.

+: The Ultimate ROW is the same as the Existing ROW.

NA: Not deficient - Concept Facility meets Concept LOS.

SEGMENT #	1	2	3	4
County / Route	KER 166	KER 166	KER 166	KER 166
Description Begin	JCT RTE 33	PENTLAND ROAD	OLD RIVER ROAD	JCT I-5
Description End	PENTLAND ROAD	OLD RIVER ROAD	JCT I-5	JCT RTE 99
Postmile Limits Begin/End	0.0 / 3.0	3.0 / 14.9	14.9 / 22.8	22.8 / 24.6
Length (MI)	3.0	11.9	7.9	1.8
Rural or Urban	URBAN/RURAL	RURAL	RURAL	RURAL
Terrain	FLAT	FLAT	FLAT	FLAT
ROW: Range Existing (FT)	60 / 100	100 / 100	100 / 100	100 / 140
Median Range (FT)	0.0 / 0.0	0.0 / 0.0	0.0 / 0.0	0.0 / 22.0
Shoulder Range (FT)	0.0 / 8.0	0.0 / 3.0	0.0 / 8.0	8.0 / 8.0
Lane Width (FT)	11.0	11.0	12.0	12.0
Ultimate ROW (FT)	110 / 146	146	146	146
Facility: Existing	2C	2C	2C	2C/4C
2030 Concept	2C(I)++	2C(I)++	2C(I)++	2C/4C(I)++
UTC	4C	4C	4C	4C
LOS: 2006	B	B	B	B
LOS: 2015	C	C	B	B
LOS: 2030	C	C	B	B
LOS: 2030 Concept	C	C	C	C
Deficiency/Year Deficient	N/A	N/A	N/A	N/A
Project in STIP/RTP (Y/N)	NO	NO	NO	NO
LOS W/ Concept Improvement	N/A	N/A	N/A	N/A
Directional Split (Peak Hour)	52 / 48	65 / 35	55 / 45	60 / 40
AADT: 2006	3,900	5,200	2,800	3,300
AADT: 2015	4,900	7,300	4,200	4,100
AADT: 2030	6,200	10,100	6,200	4,900
Peak Hour: 2006	350	470	200	300
Peak Hour: 2015	440	660	300	370
Peak Hour: 2030	560	910	450	450
% Trucks: AADT	28%	27%	35%	31%
% Trucks: Peak Hour	25%	25%	28%	26%

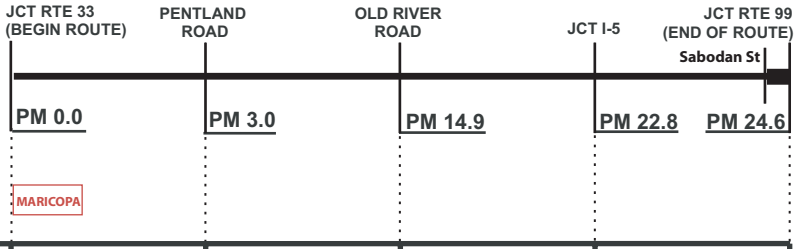
LEGEND

Existing Lane Types
Conventional

Planned or Programmed by 2030
None Planned or Programmed

Number of Lanes
2
4
6

* Length of Segments on this bar chart are Not To Scale



Segment: Is self-explanatory:

Functional Classification: A process by which streets and highways are grouped into or classification systems.

NHS (National Highway System): Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accomodate STAA trucks. Other designations i.e., California Legal offer more limited access.

Scenic: A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

SEGMENT	1	2	3	4
County / Route	KER 166	KER 166	KER 166	KER 166
Description Begin	JCT RTE 33	PENTLAND ROAD	OLD RIVER ROAD	JCT I-5
Description End	PENTLAND ROAD	OLD RIVER ROAD	JCT I-5	JCT RTE 99
Postmile Limits Begin/End	0.0 / 3.0	3.0 / 14.9	14.9 / 22.8	22.8 / 24.6
Lane Length (MI)	3.0	11.9	7.9	1.8
Functional Classification	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
National Highway System (NHS) (Y/N)	NO	NO	NO	NO
Freeway/Expressway System (Y/N)	YES	YES	YES	YES
Regionally Significant (Y/N)	YES	YES	YES	YES
STRAHNET (Y/N)	NO	NO	NO	NO
Lifeline (Y/N)	NO	NO	NO	NO
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	NO	NO	NO	NO
TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	TA	TA	TA	TA
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	NO	NO
ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO
General Plan/RTP LOS Standard	Kern Co LOS D for CMP & RTP Regionally Significant System	Kern Co LOS D for CMP & RTP Regionally Significant System	Kern Co LOS D for CMP & RTP Regionally Significant System	Kern Co LOS D for CMP & RTP Regionally Significant System
General Plan/RTP Standard Highway Classification	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY	EXPRESSWAY
Bikes/Pedestrians Allowed (Y/N) (Y* = Bike Route/Lane in Roadway)	YES	YES	YES	YES

VII. A Review of Route 166 Performance: Current and Future

As of the year 2006, Route 166 is operating at a range of LOS B for the entire 24.6 miles this TCR addresses. Segments 1 and 2 will deteriorate from a LOS B to LOS C by 2030. Segments 3 and 4 will remain at a LOS B by 2030.

Maintenance and operation improvements on the route are important to retention of an adequate LOS. Projected population increases in the State of California will ultimately impact the route in various ways, such as a decrease in the LOS on the route.

Truck traffic AADT averages 30% of all traffic on the route. Trucks journey to and from the coastal region in California on the route to other destinations. Heavy truck traffic treks through the city of Maricopa, therefore, freight issues such as operational improvements may need to be addressed.

Routes 166 and 33 converge at a "T" intersection in the community of Maricopa. Improvements to the Route 166/33 junction have been made in the past. However, adequate ROW may need to be reserved at the Route 166/33 Junction in order to accommodate and mitigate future improvements necessitated by congestion.

Throughout the year, the movement of large agricultural implements (i.e. tractors, combines, mechanical picking equipment, etc.) is a common occurrence within Segments 2-4. Such movement of equipment occasionally hinders the safe free-flow of traffic along this route.

The UTC for Route 166 is for a 4-lane conventional highway from the existing 2-lane conventional highway for all segments. However, at this time there are no projects being planned to convert this route to a 4-lane conventional highway.

Bakersfield Metro projects in Kern County, include a future West Beltway north/south route from near Route 99 to I-5. A South Beltway east-west route is proposed from Route 58 east to I-5. The South Beltway alignment will be north of Route 166. Newly proposed West and South Beltway routes may impact future circulation in the southwest quadrant of Kern County.

In addition to the regular maintenance, operations and safety improvements completed on Route 166 (State Highway Operations Protection Program or SHOPP projects). Caltrans will continue to work on implementation of any needed ITS improvements, such as changeable message signs, and other strategies to more effectively sustain and improve traffic flow.

Acquiring funding sources for Route 166 improvements will be a continuing challenge for all agencies. The Kern Council of Governments (Kern COG is the Metropolitan Planning Organization or MPO), the City of Maricopa and the County need to determine how Route 166 should develop with available regional funding.

The Livable Communities and Context Sensitive Solutions concepts may be considered and possibly implemented in future design and construction of improvements to the Route 166, particularly in the urban area. The use of these two concepts act to scale down the magnitude of its impact as well as increase the aesthetics of the system. Also, environmental justice should be considered in future development on Route 166. The environmental justice process will act to not overwhelm poor and minority communities in transportation planning.

In any case, Caltrans will need to continue emphasizing the further rehabilitation, operational, and capacity improvements of Route 166 due to its regional importance and heavy truck traffic.

VIII. Planned and Programmed Improvements for Route 166

The following table show both the planned and programmed projects for Route 166 over the next 25 years. The planned projects include *candidate* projects for the STIP or RTP projects. The programmed projects include *actual* projects in the STIP. STIP projects are primarily capacity-increasing.

The table shows:

1. The specific segment.
2. Route 166 Planned Projects - the listing document (RTP, ITSP, STIP Candidate, or SHOPP Candidate), description of the project, and known pertinent data.
3. Route 166 Programmed Projects - the listing document (STIP, SHOPP), description of the project, and projected begin and completed construction dates.

Project scope and technical data are for general informational purposes only. If current information is needed, please verify with the Caltrans District 6 Office of Advance Planning at (559) 488-4162		
Segment PM/KP From/To	**SR 166 Planned Projects**	**SR 166 Programmed Projects**
1-4 KERN PM 0.0/24.6 RTE 33 to RTE 99	There are no projects currently planned for this segment.	There are no projects currently programmed for this segment.

Please see the Appendix for this TCR's References, Glossary and additional information concerning Intelligent Transportation Systems (ITS), Transit Facilities, Bicycle Facilities and Pedestrian Facilities.

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Pages

Appendix

Local Jurisdictions

Kern Council of Governments (Kern COG)
1401 19th Street, Suite 300
Bakersfield, CA 93301
(661) 861-2191

County of Kern
Roads Department
1115 Truxtun Avenue
Bakersfield, CA 93301
(661) 861-3140

City of Maricopa
400 California Street
Maricopa,CA 93525-0548
(661) 769-8279

Air Quality District:

San Joaquin Valley Air Pollution Control District
1990 E. Gettysburg Avenue
Fresno, CA 93726
(559) 230-6000

Air Basin: San Joaquin Valley

Air Basin Determination:
Severe non-attainment for ozone and serious for PM^{10} Contact the Air District for more information.

Transit Services:

Kern Regional Transit
2700 "M" Street, Suite 400
Bakersfield, CA 93301
(661) 862-8613

Sources of Information - Caltrans:

State Transportation Improvement Program (STIP), 2000, 2002, 2004
State Highway Operations and Protection Program (SHOPP), 2000, 2002, 2005, 2006

Caltrans District 6 Bicycle Route Inventory for California State Highways (District 6 Edition), May 2004 Office of System Planning, (559) 444-2500.
Chief of Traffic Management
(Traffic/Accident Data) (559) 488-4163

Sources of Information - By County:

Kern County:
Kern County General Plan, 2004
Kern Council of Governments Regional Transportation Plan, 2004 and Metropolitan
Bakersfield Impact Fee Program, 2006

Intelligent Transportation System Early Deployment Plan (Kern Region), 1997
Kern County Regional Bicycle Plan, 2001 Kern Council of Governments (Kern COG)
City of Bakersfield - General Plan 2004 Update - (Chapter 3 - Circulation Element)

AADT: (Average Annual Daily Traffic). This designation indicates the total daily traffic that is counted at a particular location or within a particular highway segment and then averaged out over one calendar year.

Access Control (or Controlled Access): The condition where the ability to access a state highway by owners or occupants of abutting land is fully or partially controlled by public authority. Also, see Classification of Roads.

Bicycle Facilities: Bicycle facilities within the state are classified into four categories:

- **Class 1 Bikeways (Bike Paths):** Bike Paths are separate *off-highway* facilities for the exclusive use of bicyclists and with cross flow by motor vehicles minimized.
- **Class 2 Bikeways (Bike Lanes):** Bike Lanes are for preferential use by bicyclists and can be established within the paved area of state highways. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike lanes are separated from traffic lanes on California highways by the use of a painted 6" stripe on the pavement and are designated as bike lanes by the use of white R81 (Bike Lane), R-81A (Begin) and R81-B (End) "regulatory" signs. (MUTCD Chapter 9 - California Supplement - 2004).
- **Class 3 Bikeways (Bike Routes):** Bike Route are shared facilities which serve either to (a) provide continuity to other bike facilities (usually a Class 1 or Class 2 bikeway); or (b) to designate a preferred route through a high demand corridor. Such facilities are approved by, and subsequently maintained by, local jurisdictions and/or Caltrans. Bike Routes are not separated from traffic lanes but are designated as bike routes through the use of green D11-1 (Bike Route), M4-11 (Begin) and M4-12 (End) "guide" signs. (MUTCD - Chapter 9 - 2003).
- **Shared Roadway (No Bikeway Designation):** Most bicycle travel on conventional state highways and local streets occurs on facilities without any bikeway designations, signs or striping. Virtually all highways in use by bicyclists for inter-city and recreational travel fall under this "share-the-road" scenario.

CMS: (Changeable Message Sign). A CMS is a full-matrix display sign used on State highways to provide motorists with an advanced warning of major highway incidents and route diversion information. CMSs are capable of displaying a variety of character heights and up to three lines of text. CMSs play increasingly important roles on State highways by improving operations and safety.

Classification of Roads:

- **Conventional (C):** A highway without access control, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations. Example: 2C = 2 lane conventional highway.
- **Expressway (E):** An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections. Example: 4E = 4 lane expressway (note: 2 lane expressways are not common).
- **Freeway (F):** A highway to which the owners of abutting lands have no right or easement of access to or from their abutting lands. Access is controlled or restricted to interchanges and with grade separation at all intersections. Example: 6F = 6 lane freeway.
- **Functional Classification:** Guided by Federal legislation, functional classification refers to a process by which streets and highways are grouped into classes or systems, according to the character of the service that is provided, e.g., Principal Arterial, Minor Arterial, Collector, Local, etc.

Contract Phasing:

- **Begin Construction:** This is the phase when the contract for construction is approved and construction begins.
- **Complete Construction:** This is the phase when the completion of the construction contract occurs.

COG: See RTPA

CTC: (California Transportation Commission). The California Transportation Commission (CTC) was established in 1978 by Assembly Bill 402 (Chapter 1106, Statutes of 1977) out of a growing concern for a single, unified California transportation policy. The Commission is responsible for the programming and allocating of funds for the construction of highway, passenger rail and transit improvements throughout California. The Commission also advises and assists the Secretary of Business, Transportation and Housing Agency and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. The Commission is also an active participant in the initiation and development of State and Federal legislation that seeks to secure financial stability for the State's transportation needs.

Density: The number of vehicles occupying a given length of lane or roadway averaged over time, usually expressed as vehicles per mile or vehicles per mile per lane. Also see **V/C.**

Facility:
- **Concept Facility:** A highway facility type and characteristic considered viable without improvement within the 25 year planning period given financial, environmental, planning and engineering factors.
- **Present Facility:** Highway type and general characteristics in place at the time of the development of a TCR.

FTIP: See Project Programming

ICES: (Intermodal Corridor of Economic Significance). Significant National Highway System Corridors that link intermodal facilities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

ITMS: (Intermodal Transportation Management System). A performance-based decision support system operating on a personal computer which allows "alternatives analysis" through the use of performance measures. ITMS incorporates intermodal system elements for freight and person movements using a spatial and attribute database thereby allowing management of transportation systems under existing and forecasted conditions. ITMS provides a new intermodal-planning tool using a common statewide data set for state and local transportation planners.

ITS: (Intelligent Transportation Systems). ITS refers to a wide variety of tools and techniques that focus on addressing transportation problems by improving the efficiency and safety of the existing transportation infrastructure. ITS works through the integration of high tech computing and information sharing.

ITSP: (Interregional Transportation Strategic Plan). The ITSP is a single document prepared by Caltrans to consolidate and communicate key elements of its ongoing long and short range planning. The ITSP serves as a counterpart to the Regional Transportation Plans (RTPs) prepared by the 43 Regional Transportation Planning Agencies (RTPAs) in California.

KP: (Kilo Post) See Post Mile

Lifeline Routes: See Route Designations

LOS: (Level of Service). Level of Service describes operating conditions a typical driver will experience on a typical day while driving on a particular facility. Like a report card, the LOS is defined in categories ranging from A-F. "A" represents the best traffic flow (low **v/c** ratio and delay, no impediments) through "F" representing the worse congestion (extremely high **v/c** ratio and delay, gridlock conditions).

MIS: (Major Investment Study). When the need for a major metropolitan transportation investment is identified and Federal funds are potentially involved, a major investment (corridor or sub-area) study is undertaken to develop or refine the plan. Upon completion, the MIS aids the area's Metropolitan Planning Organization (MPO), in cooperation with any participating agencies, on the design concept and scope of the investment.

MPO: See RTPA

Multi-Modal: Pertaining to the use of more than one mode of travel such as private vehicles, taxis, bicycles, mass-transit, para-transit, light and heavy rail, ferries, airplanes etc.

NHS: See Route Designation

NTN: See Route Designation

Non-attainment (pertaining to air quality): Identifies non-attainment status for CO (carbon monoxide), Ozone, and PM (particulate matter) within the subject air basin.

Overcrossing: (O/C) See Structures, Types of

PM: (MilePost Marker, Postmile or KP (Kilo Post). An 8" x 48" metal post marker along a State highway indicating a location using the postmile or designation. This is the distance in miles (or kilometers, in the case of Kilo Post measurements) that the given location is from the county line measuring from the south to the north or from the west to the east. Postmiles ascend in the northerly and easterly directions as determined by the route. The PM marker also includes an abbreviation for the County wherein its located (i.e., in Caltrans District 6: FRE = Fresno, KER = Kern, KIN = Kings, TUL = Tulare, MAD = Madera). As such, a PM marker located along SR 99 and displaying "MAD" and "6.25" would indicate that you are currently located in Madera County at a point 6.25 miles north of the Fresno/Madera County Line.

PROJECT PROGRAMMING: Separate programming documents prepared and adopted for somewhat different purposes, are required under State and Federal law. Transportation programming is the public decision making process that sets priorities and funds projects envisioned in long range transportation plans. It commits expected revenues over a multi-year period to transportation projects. Programming schedules high priority capital outlay projects for development and implementation. Programming documents include Federal, State, Regional and Metropolitan Transportation Plans, e.g., FTIP, ITIP, RTIP, SHOPP, STIP.

- **FTIP:** (Federal Transportation Improvement Program). To apply for federal highway funding a Federal statute requires MPOs to complete a Transportation Improvement Program. The MPO prepares the FTIP in cooperation with its member agencies (cities), its transit operators, State and Federal agencies, and with public involvement. The FTIP must by law be financially constrained and include a financial plan that demonstrates how projects can be implemented while the existing transportation system is being adequately operated and maintained. The FTIPs are in actuality a listing of planned Federally funded capital improvements to the regions' transit systems along with associated Federal operating assistance program and Federal Statewide Transportation Improvement Program (FSTIP).

- **ITIP:** (Interregional Transportation Improvement Program). The ITIP is Caltrans' equivalent to the RTIP (Regional Transportation Improvement Program) and consists of STIP projects funded from the Interregional Program share, which is 25% of new STIP funding. Caltrans' ITIP may nominate projects to the STIP only for the Interregional Program. The ITIP should be based on a Strategic Plan for implementing the Interregional Program. The ITIP should describe how proposed projects relate to the Strategic Plan and how the Strategic Plan would implement the California Transportation Commission's objectives. The ITIP includes both State highway and rail projects (potentially including mass transit guideway and grade separation projects).

- **PSR:** (Project Study Report). A pre-programming document required for project inclusion in the STIP.

- **PSSR:** (Project Scope Summary Report). An engineering report used to select candidate projects to be programmed in the State Highway Operation Protection Program (SHOPP). SHOPP funds are used primarily for rehabilitation, resurfacing and safety projects on State highways.

- **RTIP:** (Regional Transportation Improvement Program). After consulting with Caltrans, each Regional Transportation Planning Agency (RTPA) and/or County Transportation Commission (CTC) must prepare and submit an RTIP for regions with urbanized areas. Some urbanized RTPAs coincide with the Federal Metropolitan Planning Organizations (MPOs). Each regional agency is required to adopt and submit its RTIP to the CTC and to Caltrans. The CTC will utilize the RTIP to consider projects to be included in the State Transportation Improvement Program (STIP). The funds are available for a broad array of transportation improvement projects, including improving State highways, local roads, public transit, inter-city rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, etc.

- **SAFETEA-LU:** Safe, Accountable, Flexible, Efficient Transportation Equity Act: On August 10, 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling $244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

- **SHOPP:** (State Highway Operation Protection Program). The SHOPP is a four-year program limited to projects related to State highway safety and rehabilitation. SHOPP funds are for major transportation capital improvements that are necessary to preserve and protect the State highway system. The SHOPP does not include projects that increase capacity. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g., traffic signalization) and roadside rest areas. Caltrans alone has full control of SHOPP funds.

- **STIP:** (State Transportation Improvement Program). Under California law, the STIP and SHOPP (State Highway Operations Protection Program) are the two primary documents through which the CTC commits and allocates funds to particular projects. In the year 2000 and thereafter, the STIP will be a four year plan with updates every two years. The STIP is a capital improvement program of transportation projects funded with revenues from the State Highway Account and other sources on and off the State highway system. The STIP includes a list of transportation projects, proposed in two broad programs, the regional program funded with 75% of new STIP funding and the interregional program funded from 25%. The STIP has two main funding components: the RIP (Regional Improvement Program), prepared by RTPAs and the IIP (Interregional Improvement Program) prepared by Caltrans.

ROW: (Right-of-Way). Denotes the *total* width allocated for a highway, including shoulders and adjacent land.

RCR: See TCR

Route: The California Legislature establishes the framework for the State Highway System by describing each state roadway in the Streets and Highway Code. This description establishes the official beginning and ending points of a state highway and in some cases intermediate control points.

Route Adoptions: Route Adoptions are needed for the following reasons: (1) any new alignment of an existing legislative route, (2) to establish the location of an unconstructed route, (3) to allow for the conversion of any conventional highway to a freeway or other form of controlled access route, (4) designating a traversable highway and (5) for any temporary alignments along an established state route. Route adoptions are approved by the CTC prior to submission to the FHWA for final approval.

Route Designations: Identifies whether or not the subject segment of a route is designated as being part of a system. Examples of systems include Freeway/Expressway System, Highways of Regional Significance, Interregional Highway System (IRRS), National Highway System (NHS), National Truck Network (NTN), and Terminal Access Route for the National Truck Network, Scenic Highway, or Strategic Highway Network (STRAHNET).

- **Freeway/Expressway System:** The Statewide system of highways declared by the Legislature to be essential to the future development of California. The F&E System has been constructed with a large investment of funds for the ability of control access, in order to ensure the safety and operational integrity of the highways.

- **IRRS:** (Interregional Road System) Caltrans developed an Interregional Road System Plan that identified projects which will provide the most adequate interregional road system to all economic centers in the State. IRRS is a series of Interregional State highway routes, outside the urbanized areas, that provide access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions. Due to the high number of routes and capacity improvements needed on the IRRS, the most critical IRRS routes were identified as *High Emphasis Routes*. High Emphasis Routes are a priority for programming and construction and are critically important to interregional travel and the State as a whole. *Focus Routes* are a subset of the High Emphasis Routes. These routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standard in the 20 year period.

- **Lifeline Routes:** (Earthquake Emergency Response) A Lifeline Route is a route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open immediately following a major earthquake, or for which pre-planning for detour and/or expeditious repair and reopening can guarantee through-movement. The focus is on highly critical routes that allow for the immediate movement of emergency equipment and supplies into a region or through a region.

- **NHS:** (National Highway System) The purpose of the NHS is to provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities and other intermodal transportation facilities. Additionally, such highways meet National defense requirements and serve to facilitate interstate and interregional travel. The NHS consists of 155,000 miles, (plus or minus 15 percent), of the major roads in the U.S. Included in the NHS are all interstate routes, a large percentage of urban and rural principal arterial, the defense strategic highway network, and strategic highway connectors.

- **NTN:** (National Truck Network) A list of truck route segments and their truck access designations (such as National Network (NN), Terminal Access, California Legal, Advisory, or Restricted) with each segment's beginning and ending post miles, and beginning and ending cross streets.

- **Regionally Significant:** A transportation corridor that serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network. Such corridors, at minimum, would include all principal arterial highways and all fixed guideway transit facilities located within the region.

- **Scenic Highway:** A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code. For a highway to be considered *Officially Designated* the local jurisdiction is required to develop and adopt protection measures in the form of ordinances to apply to the area of land within the scenic corridor. Additions and deletions to the list of highways eligible for scenic designation can only be made through legislative action.

- **STAA Truck:** In 1982, the Federal government passed the Surface Transportation Assistance Act (STAA). This act requires states to allow certain longer trucks on a network of Federal highways, referred to as the National Network (NN). A STAA truck is, in many cases, longer than a "California legal" truck, and may operate only on specific highways in California.

- **STRAHNET:** (Strategic Highway Corridor Network) STRAHNET is a National system of public highways that are key elements in U.S. strategic policy. This network provides defense access, continuity, and emergency capabilities for movements of personnel and equipment during both peace time and war. STRAHNET is comprised of about 61,000 miles of highway, including the 45,400-mile system of Interstate and Defense Highways and 15,600 miles of other important public highways. STRAHNET "connectors" (about 1,700 miles) are additional highway routes linking over 200 important military installations and ports to the STRAHNET. Generally, these "connector" routes end at the port boundary or installation gate and are typically used only when moving personnel and equipment during a mobilization or deployment

- **Terminal Access Route:** Terminal Access (TA) routes are portions of State or local highways that Caltrans or a local government granted access to STAA trucks. The purpose of TA routes is to allow STAA trucks (1) to travel between NN routes, (2) to reach a truck's operating facility, or (3) to reach a facility where freight originates, terminates, or is handled in the transportation process.

Route Numbering: South-north state and interstate routes normally carry odd number designations (e.g. I-5, SR 43, SR 99 etc.) while west-east routes normally carry even number designations (e.g. I-10, SR 58, SR 168 etc.).

RTIP: See Project Programming

RTP: (Regional Transportation Plan) The RTP is a comprehensive 20 year plan for the region, updated every four years by the regional transportation planning agency (RTPA). The RTP includes goals, objectives, and policies and recommends specific transportation improvements.

RTPA: (Regional Transportation Planning Agency) The RTPA is an association of city and county governments created to address regional transportation issues while protecting the integrity and autonomy of each jurisdiction. The RTPA serves as the forum for cooperative decision making by principal elected officials of general local government and is responsible for the preparation and adoption of a Regional Transportation Improvement Program (RTIP). There are 43 RTPAs in California. In smaller counties, usually the County Transportation Commission; in urban counties, usually the Metropolitan Planning Organization (MPO) is the RTPA. RTPAs produce the RTIPs for the approval of the California Transportation Commission (CTC).

- **MPOs and COGs:** RTPAs can be an MPO (Metropolitan Planning Organization) or a COG (Council of Governments) or all three. Some COGs also serve as MPOs, under Federal transportation rules, and this designation carries considerable power in allocating Federal and State funds for transportation projects. For example, Fresno COG is the MPO for Fresno County.

  According to U.S. Code, an MPO is the organization designated by the governor and local elected officials as responsible, together with the State, for preparing a comprehensive transportation plan for both highway and transit modes, with long range (10 – 20 years) and shorter range (five year) elements in an urbanized area (population 50,000 or greater). The major role of the MPO is to foster inter-governmental communications and cooperation, undertake comprehensive regional planning with an emphasis on transportation, provide for citizen involvement in the planning process and provide technical services to the member agencies. MPOs are created by elected officials of counties and their incorporated cities as a means of providing a cooperative body for the discussion and resolution of issues that go beyond their individual boundaries.

  State and Federal laws encourage such efforts. In each of these areas, MPOs act as a consensus-builder to develop an acceptable approach on how to handle problems that do not recognize jurisdictional boundaries.

R/U: (Rural *or* Urban location) Areas designated as rural are those lying outside the U.S. Census urban area boundary with a population less than 2,500 (less than 5,000 population for Federal Aid highway purposes). Areas designated as urban are those lying inside the U.S. Census urbanized boundary.

Scenic Highway: See Route Designation

Separation: See Structures, Types of

SHOPP: See Project Programming

SR: (State Route) Highways within the State which are distinctively designed to serve intrastate and interstate travel.

STAA: See Route Designation

STIP: See Project Programming

STRAHNET: See Route Designation

STRUCTURES, Types of

- **Overcrossing:** (O/C) A configuration where the State highway crosses below the grade of a local road.
- **Separation:** (Sep) A configuration where a State highway crosses over a State highway.
- **Undercrossing:** (U/C) A configuration where a State highway crosses above the grade of a local road.
- **Underpass:** A configuration where the State highway crosses below the grade of a railroad line.

TCR: (Transportation Concept Report) Formerly called a Route Concept Report or RCR, this document analyzes a transportation corridor service area, establishes a 20 year transportation planning concept, and identifies modal transportation options and applications needed to achieve the 20 year concepts.

TCRP: (Traffic Congestion Relief Program) The TCRP was enacted as part of AB 2928 (2000). Through the TCRP, the Governor and Legislature allocated $4.9 billion for projects to relieve congestion, provide safe and efficient movement of goods, improve intermodal connectivity, and make further investments in transit and rail facilities within the State.

Undercrossing: See Structures, Types of

Underpass: See Structures, Types of

UTC: (Ultimate Transportation Corridor) Highest predictable build-out beyond 20 years.

V/C: (Volume/Capacity ratio) A ratio of demand flow rate (volume) to capacity for a traffic facility. Also see Density.

INTELLIGENT TRANSPORTATION SYSTEMS

Highway Call Boxes (HCB) *

Existing and Proposed
Status - October 2006

EXISTING CALL BOXES					
Element Type & #	County	Direction	Post Mile	Location	Status
KR-166	KER	E	2.2	Just E/of Short RD	Existing
KR-166	KER	W	4.2	Just W/of Basic School RD	Existing
KR-166	KER	E	6.2	1 Miles E/of Basic School RD	Existing
KR-166	KER	E	8.2	3 Miles E/of Basic School RD	Existing
KR-166	KER	E	10.2	5 Miles E/of Basic School Rd	Existing
KR-166	KER	E	12.2	7 Miles E/of Basic School RD	Existing
KR-166	KER	W	14.2	.9 Miles W/of Old River RD	Existing
KR-166	KER	E	16.2	1 Miles E/of Old River RD	Existing
KR-166	KER	E	18.2	.3 Miles E/of Old River RD	Existing
KR-166	KER	W	19.6	3.2 Miles W/of Interstate 5	Existing
KR-166	KER	W	22.2	.5 Miles W/of Interstate 5	Existing
KR-166	KER	W	24.2	Just W/of Sabodan RD	Existing

PROPOSED CALL BOXES					
Element Type	County	Route	Post Mile	Location	Status
CB	All				None Proposed

* Kern County call boxes are managed by the Kern Motorist Aid Authority. For more information call (661) 861-2191 or visit http://www.kerncog.org/projectbrief-kmaa.php.

511 Traveler Information System

On July 21, 2000, the Federal Communications Commission (FCC) designated 511 as the single travel information telephone number to be made available to states and local jurisdictions across the country. 511 provides information about travel conditions, allowing travelers to make better choices: choice of time, choice of route and choice of mode of transportation. It can also be expanded to provide transit information and rideshare options.

SAFETEA-LU mentions provisions for the 511 system to be implemented at the regional level as the urban metropolitan areas convert their existing traveler systems or establish enhanced 511 services.

Currently, the eight San Joaquin Valley MPOs are considering an offer by the Sacramento Area Council of Governments (SACOG) to expand the SacRegion Travel Information 511-cell phone coverage throughout Central California. Another possible alternative might be to establish a San Joaquin Valley based 511 system or the possible development of 511 access systems by individual counties.

Using any of the above mentioned alternatives would activate the 511 number in the San Joaquin Valley area and add new menu option to provide traveler information for any agency or service provider in the Valley that chose to participate.
Additionally, activation of 511 service in the San Joaquin Valley would continue to allow easy access to the existing Caltrans CHIN 800-427-ROAD road information system wherein travelers can receive up to the minute road conditions on any of our state's highways.

TRANSIT SERVICES

Status - October 2006

Segment (s) PM From / To	Transit Services By Segment
1-4 PM 0.00 - 24.60 Jct SR 166/33 (Maricopa) to Jct SR 166/99 (Mettler)	No urban or rural transit services of any type are currently provided along this route's entire length.

TRANSIT SERVICES

Status - October 2006

Segment (s) PM From / To	Transit Services By Segment
1-4 PM 0.00 - 24.60 Jct SR 166/33 (Maricopa) to Jct SR 166/99 (Mettler)	No urban or rural transit services of any type are currently provided along this route's entire length.

BICYCLE ROUTES & FACILITIES [1][2]

Status - October 2006

Segment (s) PM From / To	Bicycle Routes & Facilities by Segment
1 PM 0.00 - 3.00 Jct SR 166/33 (Maricopa) to Pentland Rd	Two lane conventional state highway - open to bicycle travel. Level terrain. *Shoulder width 6' to approximately PM 0.35 then no paved shoulder for the reminder of this segment.* No direct alternate route currently exists for this segment. [3][4] Designation: Conventional state highway open to bicycle travel. No portion of this segment is currently listed within the 2001 Kern County Bicycle Facilities Plan as a Class I, II or Class III bike facility.
2-4 PM 3.00 - 24.6 Pentland Rd to Jct SR 166/99 (Mettler)	Two lane conventional state highway - open to bicycle travel. Level terrain. *Shoulder width 0' except at the California Aqueduct and I-5 bridges where it is approximately 8'-10'.* No direct alternate route(s) currently exists for these segments. [3][4] Designation: Conventional state highway open to bicycle travel. No portion of these segments are currently listed within the 2001 Kern County Bicycle Facilities Plan as a Class I, II or Class III bike facility.

[1] **Deputy Directive 64 (DD-64)** - "**Policy** - The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products."

[2] **PDPM - Chapter 31** (Non-motorized Transportation Facilities) Section 1 - General - Introduction - ".... State and federal laws require Caltrans to promote and facilitate increased use of non-motorized transportation. The purpose of this chapter is to outline pertinent statutory requirements, planning policies, and implementing procedures regarding non-motorized transportation facilities."

[3] **Streets and Highway Code - Section 888** - "The department (i.e. Caltrans) shall not construct a state highway as a freeway that will result in the severance or destruction of an existing major route for non-motorized transportation traffic and light motorcycles, unless it provides a reasonable, safe, and convenient alternate route, or unless such a route already exists."

[3] **California Vehicle Code - Section 21960 (Bikes & Pedestrians on Freeways)** "(a) The Department of Transportation and local authorities [i.e. acting together - not separately], [may] by order, ordinance, or resolution, with respect to freeways, expressways ... prohibit or restrict the use of the freeways, expressways, or any portion thereof by pedestrians, bicycles or other non-motorized traffic..."

PEDESTRIAN ACCESS & FACILITIES [1] [2] [3]

Status - October 2006

Segment (s) PM From / To	Pedestrian Access & Facilities by Segment
1-4 PM 0.00 - 24.60 Jct SR 166/33 (Maricopa) to Jct SR 166/99 (Mettler)	Currently pedestrian and ADA concerns are to be found solely within the community of Maricopa in Segment 1. Within this area are to be found moderate concentrations of residential, retail and commercial properties adjacent to our right-of-way. The remainder of this route is very rural with few, if any, pedestrian or ADA concerns at the present time. However, should any projects be constructed within any of these segments pedestrian and ADA concerns, such as, crosswalks, sidewalks, curb cuts, ramps, railings etc., may need to be addressed.

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